

The China Mail.

Established February, 1845.

VOL. XLII.—No. 3458.

號五廿七七八百八十一英

HONGKONG, MONDAY, JULY 25, 1887.

日五初月六年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA TRADE.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street; E. C. GORDON & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus; E. C. HINDS & CO., 37, Walbrook; E. C. SAMUEL DEAGAN & CO., 160 & 154, Leadenhall Street; W. M. WILLS, 151, Finsbury Street; E. C. PARIS AND EUROPE.—AMERIKI PRINCE & CO., 36, Rue Lafayette, Paris; NEW YORK.—ANDREW WIND, 21, Park Row; SAN FRANCISCO.—American Ports generally.—BROWN & BLACK, San Francisco; AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney; OCEAN.—W. M. SMITH & CO., THE APOTHECARY'S CO., Calcutta; SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore; C. HINDESS & CO., Manila; CHINA.—Macao, F. A. de CRUZ, Sounding, QUEHL & CO., AMoy, N. MOALLE, FOWLER, HEDGE & CO., Fowling, & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$7,500,000 Reserve Fund, \$4,500,000 Reserve Liability of Proprietors, \$7,500,000

CONTROLLING DIRECTORS.

Chairman, F. G. GROVE, Esq.; Deputy Chairman, C. D. BOTTOMLEY, Esq.; Hon. J. BELL IRVING, H. HOPPIUS, Esq.; Hon. A. P. MC EWEN, E. L. DIXON, Esq.; J. S. MORSE, Esq.; W. H. FORBES, Esq.

CHIEF MANAGER, H. T. THOMAS JACKSON, Esq.; Acting Chief Manager, JOHN WALTER, Esq.

MANAGER, E. W. CAMERON, Esq.; LONDON BANKERS, London and County Bank.

HONGKONG, INTEREST ALLOWED.

Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For months, for one, for annual, 12, 4 per cent. 12, 6 per cent.

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking, and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.

Hongkong, July 18, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

Sums less than \$1, or more than \$250, in one sum, will not be received. No depositor may deposit more than \$2500 in any one year.

Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

Interest on the sum of 5 per cent. per annum will be allowed to depositors on their daily balances.

Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

Correspondence to the business of the Bank is marked On Hongkong Savings' Bank is forwarded free by the various British Post Offices in Hongkong and China.

Withdrawal may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book, are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1883. 764

NOTICES OF FIRMS.

NOTICE.

For the S.S. Abyssinia, a PURSER.

Apply to the CAPTAIN on Board,

ADAMSON, BELL & CO.

Hongkong, July 22, 1887. 1381

CHAS. J. GAUPP & CO.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths,

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL INSTRUMENTS.

VOYAGER'S COMPASS,

BINOCULARS AND TELESCOPES,

BATCHELOR'S LADIES' AND OTHER COMPASSES,

ADMIRALTY & DRAFF CHARTS,

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE,

Christoff & CO., ELECTRO-PLATEDWARE,

GOLD & SILVER JEWELLERY,

in great variety.

DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are

respectfully informed that, if upon

their arrival in this Harbour, NONE of

the Company's FOREMEN should be at

hand; Orders for REPAIRS, &c., to the

HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention.

In the Event of Complaints being found

necessary, Communication with the Under-

mentioned is requested, when immediate steps

will be taken to rectify the cause of dis-

satisfaction.

D. GILLIES,

Secretary.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

NOTICES OF FIRMS.

NOTICE.

WE HAVE THIS DAY OPENED a BRANCH of our Firm at HANWOW. ARNHOLD, KARBERG & CO. Hongkong, July 1, 1887. 1244

NOTICE.

THE AGENCY at this Port of Messrs. CALDBECK MACGREGOR & CO., Shanghai, has This Day been Transferred to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above Notice, I have This Day assumed CHARGE of the BUSINESS at this Port of Messrs. CALDBECK MACGREGOR & CO., WINE and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

INTIMATIONS.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-Second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on MONDAY, the 1st August, at Three O'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 20th instant to the 1st August, inclusive.

By Order of the Board of Directors, F. HENDERSON, Acting Secretary.

Hongkong, July 15, 1887. 1338

NOTICE.

THE ORIENTAL BANK CORPORATION, IN LIQUIDATION.

NOTICE.

CREDITORS of THE ORIENTAL BANK CORPORATION, IN LIQUIDATION, are hereby informed that under an agreement between the Official Liquidator and The Assets Realization Co., Limited, the following DIVIDENDS will be PAID in addition to the 15/3d already paid to CREDITORS.

1/3d. on the 25th February, 1888.

1/3d. " " 1889.

Making in all 19/9d. in the £.

E. W. RUTTER, Agent for the Official Liquidator.

Hongkong, July 11, 1887. 1307

NOTICE.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, NO. 5, QUEEN'S ROAD.

NOTICE.

THE FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED.

I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes for which Fire Bricks are used for.

I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.

Hongkong, May 23, 1887. 931

NOTICE.

FOR the S.S. Abyssinia, a PURSER.

Apply to the CAPTAIN on Board,

ADAMSON, BELL & CO.

Hongkong, July 22, 1887. 1381

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Jewellers, Gold & Silversmiths,

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METEOROLOGICAL INSTRUMENTS.

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D. GILLIES,

Secretary.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

TO-DAY'S ADVERTISEMENTS.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant T. POLICES against THE LIFE & FIRE & BUILDINGS on Goods stored therein, on Goods on board Vessel and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

106

NORTHERN BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1887.

14

STEAM TO SHANGHAI.

The F. & O. S. N. Co.'s Steamship.

" will leave for the above

place on WEDNESDAY, 27th Instant, at 12 (noon) & Clock.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 25, 1887.

1305

DOUGLAS STEAMSHIP COMPANY LIMITED.

Catalogues will be issued.

TERMS OF SALE—As customary.

J. M. ARMSTRONG.

The Co.'s Steamship.

" will leave for the above

Ports on THURSDAY, the 28th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, July 25, 1887.

1394

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Call in at PORT DARWIN, and sailing through CARGO FOR BRISBANE, ADELAIDE, & PORT LINCOLN, NEW ZEALAND, &c.)

The British Steamers.

" will be

captained by Mr. Roy, will be

despatched as above on

THURSDAY, the 28th Instant, at 7 a.m.

instead of as previously notified.

The Steamer has excellent Accommodation for First-class Passengers.

GIBB, LIVINGSTON & CO., Managers.

Hongkong, July 25, 1887.

1390

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship.

" will leave for the above

places on SATURDAY, 29th July, at 3 p.m.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 25, 1887.

1396

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

" will be

captained by Mr. G. H. Glance, will be

despatched as above on

or about the 5th August.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, July 25, 1887.

1391

TO-DAY'S ADVERTISEMENTS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

" Nestor.

Captain THOMPSON, will

be despatched as above on

SATURDAY, the 6th August.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, July 25, 1887.

1389

PUBLIC AUCTION.

The Undersigned has received instruc-

tions from Mr. S. ALMADA REDONDO,

to Sell by Public Auction, on

SATURDAY,

the 30th July, 1887, at 2 p.m., at the Re-

sidence, "Fair View," No. 5, Came Road,

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.,

comprising

ENGLISH-MADE WALNUT DRAWING-ROOM

SUITE WITH OTTOMAN.

ENGLISH-MADE MARBLE CENTRE

TABLE, ENGLISH-MADE WALNUT MARBLE

TOP CHEFONIER; UPHOLSTERY, GLASSWARE, STEEL

EGRAVINGS, MARBLE MANTEL-PIECE

CLOCK, CARPETS AND HAMMOCKS.

GANASLES AND GAB BRACKETS.

ROSE-WOOD DINING TABLE, ENGLISH-MADE

MAHOGANY DINING-ROOM SUITE, SIDEBOARD

WITH GLASS, WINE-OPENER AND MARBLE-TOP

CHOPBOARDS.

DINNER, DESERT AND BREAKFAST SETS,

GLASS WARE, PLATED AND SILVER WARE,

GLASS BOOK CASE AND BOOKS.

ROSE-WOOD DOUBLE AND SINGLE BE-

STEADS, SWINGING COFFEE TABLE,

DESKS, CHAIRS FOR SINGAPORE AND LONDON,

CHEFOONIER, FOR HAMPSHIRE, &c.

TABLES, &c., &c.

CATALOGUES WILL BE ISSUED.

TERMS OF SALE—As customary.

J. M. ARMSTRONG.

The Co.'s Steamship

" Nestor.

Captain ROACH, will be

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Hongkong, July 25, 1887.

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THE CHINA MAIL.

No. 7468.—JULY 25, 1887.

(7) On the 13th Oct., 1884, the master of the *Mount Lebanon* again gave notice to the plaintiffs that his steamer was ready to receive cargo and passengers under the charter, and it was in reply to his notice that the notice in the 3rd paragraph of the plaintiff's petition was sent and received. (8) The charterers did not pay to the defendants in London on the 13th Oct., the day of the date of the commencement of the charter party, and of the hire of the steamer or the charterers nor at any time thereafter the first month's charter money in advance. (9) The Compania Mexicana have not paid the defendants the amount of the said sum. (10) The defendants on the termination of the charter party became well entitled to take over the coal at cost price. (11) The defendant and the master of the *Mount Lebanon* strenuously refused to deliver the coal to the plaintiffs, they being the property of the charterers, the Compania Mexicana.

Continuing, the Acting Attorney General said that the issues before the Court were these: whether the plaintiffs were agents in Hongkong of the Compania Mexicana for the purpose of carrying out the charter of the S. S. *Mount Lebanon*; did they purchase coal for her use, and had they authority to purchase coal for her use? Did the plaintiffs as such agents buy the coal in trust for the company or did they buy it for themselves? If the latter, did they part with the coal to themselves or with the charterers? If they bought coal thus, did they ever transfer it, intending to pass the property in it to the Company as so far as the charterers should provide coal for the use of the vessel in their own expense? Now, Mssrs. Jardine Matheson had accepted the agency with that condition attached to it, and what would be thought of any firm of their position if they had not taken steps to get coal for the vessel? It was not possible that Captain Maxwell of the *Mount Lebanon* should conceive that the coals which were placed on board his vessel by Mssrs. Jardine Matheson & Co. were put there by them otherwise than as agents of the Compania Mexicana. If the jury were satisfied that the plaintiffs had purchased the coal with the intent that they did not pay for the coal to themselves, then the question was, at any rate, they had no intention to pass the property in it to the charterers themselves of any kind. He had no doubt great stress would be laid on certain telegrams which might be put in to the fact that the telegrams were in cipher and that words used only approximately represented what was meant.

The evidence of Mr. W. Kewick was then read. He gave an account of how the firm was appointed agents for the Mexican Company. The Company was started for the purpose of carrying Chinese emigrants to Mexico (Honduras). The first steamer was the *Mount Lebanon*. Afterwards, however, instructions were received that the Mexican Company had not completed their arrangements for emigrants, and that they had to delay taking emigrants for a month. Mssrs. Jardine, Matheson & Co., acting under their instructions as agents, had purchased coal from Wing Kee and Tok Kee and had put them on board the boat. They wired to their representatives in London, Mr. E. B. Johnson, that they had received no payment for the coal, and that they did not intend to let her sail until they received payment. The court adjourned till tomorrow.

Mr. Kewick said in his evidence that the coal was never debited to the Mexican Company. There was simply an entry in the books for their receipt.

Mr. J. Bell-Irving in answer to the Acting Attorney General said I am one of the partners of the firm of Jardine, Matheson & Co., who were appointed agents for the Compania Mexicana. The *Mount Lebanon* arrived here on the 3rd October, 1884, with a cargo of coals. My firm's instructions as to the purchase of coals for the ship were contained in the letter of 21st August, 1884. About the time of the arrival of the *Mount Lebanon* we purchased some coals from two Chinese merchants. We purchased the coals for ourselves, but with the intention of handing them over to the *Mount Lebanon* soon as we received a credit. We paid for them ourselves by cheque. There is only one entry in our books respecting these coals: we have never debited the Compania Mexicana with them. Our usual practice in purchasing coals for companies is to debit the companies with them, and if we had purchased these coals we would have debited the company with them. We duly advertised the *Mount Lebanon* for the purchase of coals.

At the time we purchased the coals we had no credit with the oil companies, so that at that time we had no passage money. At that date we purchased the oil companies' credit.

The circumstances immediately preceding the accident so far as they can be gathered from the somewhat discrepant statements of the witnesses examined were as follows:

The *Thibet*, on the 22nd June last, after arriving through Shimonoseki, passed Swayne Reef (Kunyu-ni-Kan) at noon, steering a course S. 59° W., true till she came at 1.30 o'clock p.m. abreast of the Yaohai light-house. The wind was blowing from the N.E. at the time, and she was going at a speed of 12 knots, by the log. She was then 34 miles distant from Yaohai, the thereby sustaining damage to the stern of the bridge, mast, etc. The court adjourned till tomorrow.

We then ported on her to pass the junks. By that time the south end of Ogawasima was nearly ahead, half a point on the starboard bow. Having passed the junks we continued the helm as it was without asterning; that is, we kept the same course. I then thought we were running too close to Ogawasima and spoke to the pilot and asked him whether it would not be best to haul out again.

By Captain Francis, Q.C.—The difference between the coals on board and those in the go-down was that the former did not require to be shipped and thus coal-labour was saved. If we had received letters of credit from the Compania Mexicana, this arrangement would have been to their advantage. If Captain Maxwell had given up the coal when I asked for them, we should have had to pay the expense of shifting them into the banks. We did not consider as of any consequence the extra expense that would be involved in the double shifting of the coals in the event of the arrangement failing through. During Mr. Kewick's evidence, between the 8th and 13th June, there was a general discussion on the question of the depth of water. I understood the instructions we received from the company with reference to coal to apply only to the coals used on the go-down, although the instructions do read, rather, if coals for cargo were allowed to.

By the Acting Attorney General.—In

Schreider's letter of 20th August, I considered that the Mexican instructions were confirmed. The intention we had in putting the coals into the bunkers was to await the arrival of the vessel.

Charles W. Edwards, shipping clerk in the employment of Mssrs. Jardine, Matheson & Co., deposed:—I remember the arrival of the *Mount Lebanon*. Mr. Kewick gave me some instructions to purchase coals in consequence of which I bought a certain quantity from the Chinese merchants. I purchased coal under instructions, as required by the charter party, and the defendants gave notice on the 20th of the said month that because of the default in payment the charter party was at an end, and the defendants claimed the

charter party, and of the hire of the steamer or the charterers, nor at any time thereafter the first month's charter money in advance.

The Compania Mexicana have not paid the defendants the amount of the said sum.

The defendants on the termination of

the charter party became well entitled

to take over the coal at cost price.

The coals were for the use of the ship in the voyage. I never before the 13th used the words to the Captain, "they are Jardine's coals and may probably be removed." I was consulted as to where these coals should be put. I knew it was understood that they were to be placed in the bunkers and the remainder in the cargo space, the space bunkers being full of the ship's own coal.

The coals were weighed over in the

steamer's hold.

Mr. Francis, Q.C.—I told the Captain

that the coals were for the use of the ship

in the voyage. I never before the 13th

used the words to the Captain, "they are Jardine's coals and may probably be removed."

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should be put. I knew it was understood

that they were to be placed in the bunkers

and the remainder in the cargo space, the

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THE JUBILEE IN ENGLAND.

(From the San Francisco Chronicle.)
London, June 21.—The jubilee day has passed off without anything more than a series of minor disasters. The dynamite stories failed to be realized. There were several people killed and injured during the day, but then woe where they came in contact with the crush between the crowd and mounted soldiers. The weather was perfect. It was sunny and clear, without being hot. The wind was blowing straight from the North sea all day. The tops of the fresh and cool. There were crowds along the line, but there was no great evidence of over-enthusiastic loyalty. The decorations, although they were very fine along the line of march, yet in the glare of the sunlight they looked meagre and cheap. None of the great State offices along the Parliament street had any decorations beyond a little strip of red cloth at the windows.

The procession in the street disappointed that portion of the public which had been led to believe that there would be a great display of troops. The procession was chiefly interesting on account of the prominent of the people taking part in it. Then every one was anxious to see the Queen. She appears so seldom that a great London crowd can always be gathered whenever she comes out in public. From Buckingham Palace to Westminster Abbey there were some 15,000 troops, scattered for the purpose of keeping the streets clear. There were several thousand mounted and foot police, who worked in connection with these troops. They handled the crowd well. There was at no time a bad blockade. There were several good-natured contacts of the crowd in the neighborhood of Buckingham Palace during the morning. Two poor fellows were mortally injured by kicks from the horses of horses of the Guards, and a dozen or more were hurt, but not seriously. One of these silly ones from Trafalgar Square was used as temporary hospital until the injured people could be moved to Charing Cross Hospital. The people took their places this morning as early as 7 o'clock. Some came a great deal earlier, but the majority, who had previously secured seats, did not come to their places until about 9 o'clock. The best places on the sidewalk were taken up last night. A large number of people remained on the sidewalks all night. They brought their breakfast with them and their lunches. By 9 o'clock this morning, every inch of space was occupied. The sidewalks represented a compact mass of fifteen to twenty deep between the buildings and the rigid line of police guards. Every window was packed. All the roofs and numerous straddles were covered with people. Carriages were enabled to move at all times during day up and down the line of procession, but this was owing to the management and vigilance of the police.

The doors of the abbey were thrown open at 9 o'clock, and within a half-hour this east church was filled. The people who came to the abbey and the houses of the privileged guests of the Government, who had special places in reserve for them, were intended at first to have the service reserved and to have the people take them by the number of their desks, but as it was finally arranged those who came first got the best seats and those who came later had to sit up in the roof or behind the pillars. There was disappointment among spectators because there were so many closed carriages in the procession. Those who were driving in three divisions. There were eleven in the first and these comprised the Indian visitors, then there were three carriages of royal ladies, then fourteen carriages of visiting royalties and their attendants, then eleven carriages of the Queen's immediate procession. Each carriage was attended by nine riders and guards of honor from the Horse Guards. The number of the guard of honor varied according to the rank of the occupant of the carriage. The visiting sovereigns had field-marshals as guards of honor. The lowest rank received captains as guards.

The carriages were all state coaches, the horses covered with heavy harnesses, and each horse's head was nearly covered with heavy red plush hangings, falling like curtains across their manes. Each coachman's box was covered with gold-trimmed hamper-cloth. The greater number of coachmen were cocked hats, heavy gold-lace liveries, tight kneebreeches and white silk stockings and patent-leather shoes. The footmen all stood up to the rear of the coaches. They varied in number, some coaches having four footmen in the rear. The number of footmen seemed to increase in proportion to the rank of the occupant of the coaches.

The first part of the procession was made up of Indian princes, who were all in open carriages. They were a great amount of jewelry, but they did not wear their native dress. With the exception of the carriages some of them wore in English court dress, military uniforms and some of the Indian uniforms. The Maharajah of Kochi-Belair attracted great attention by her graceful bearing and evident pleasure at the cheers which were given these visitors. She wore a gold-embroidered dress, while her sweetly face was set off by a snowy white veil which fell in filmy folds over her dress.

But the feature of this day was the drive of the three little daughters of the Duke of Edinburgh down the line of the procession. These handsome little girls, the youngest appearing to be about 8 years old, and the oldest not over 14, sat together on the back seat of an open carriage. They wore broad-brimmed white hats, trimmed with white ribbon, upon the back of their loosely flowing blonde hair. Their dresses were of white brocade silk. They bowed to the right and left with such gravity and grace to the crowd that they received as much cheering as did their grandmother, the Queen, when she came down the line of march a short time afterwards.

The Indians were followed by the Japanese and Siamese visitors and the Queen of the Sandwich Islands. The latter was in a close carriage. She reserved a display of her magnificent toilet and of her dark charms for the parade down the nave in the abbey. The Japanese and Siamese princes and Queen Kapiolani were followed by a Field Marshal's guard of honor.

In the next division there were fifteen carriages, comprising all of the prominent royal visitors who were not connected with the English royal family in marriage. These were preceded by outriders and followed by elaborate guards of honour, detailed from the Horse Guards.

ROMAN RECITE.

Paris, June 21.—The *Journal des Débats* in an article on the jubilee celebration says: We cordially envy the Englishmen and would give a great deal could we ever be what they are to-day—a people mad with joy and happiness. This universal homage paid not only to the Queen, but to a woman who has given an example of the two greatest virtues of royalty—gravity and dignity. Her influence has been great and salutary, and her great merit is in using her prerogative for the public welfare, she has never been tempted to strain its exercise.

Lord Lyons, the British ambassador, all the attaches of the British Embassy, Mr. Flaxman and the representative of President Grey, attended the jubilee services at the

English Church to-day. After the service a reception was held at the Embassy, and a banquet was given to the English workers of the city.

Rome, June 21.—The entire diplomatic corps, court officials and State dignitaries attended a garden party at the British Embassy to-day, held in honor of the Queen's jubilee. Two hundred members of the Chamber of Deputies left their cards at the Embassy. Signor Depretis was prevented by illness from attending.

Berlin, June 21.—The Post says: What makes Germany a sympathetic onlooker at the jubilee is the plenitude of events which have crowded the last half-century. This is a period of importance in the world's history, not only for Englandmen, but for the whole civilized world. The English people will feel that they have great reason for gratitude, which cannot be better expressed than by more and more far-sighted and resolute facing of the great and inevitable tasks of the future.

CLEVELAND'S LETTER.

Washington, June 21.—The following is the President's letter presenting his public congratulations to Queen Victoria:

Grace Cleveland, President of the United States of America, to her Majesty Victoria, Queen of Great Britain and Ireland and Empress of India, Great and Good Friend:

In the name and behalf of the people of the United States I present that sincere congratulations upon the arrival of the fiftieth anniversary of your Majesty's accession to the crown of Great Britain and I but utter the general voice of my fellow-citizens in

wishing for you people a prolongation of the reign so marked with advances in physical, moral and intellectual. It is justice and not indulgence that acknowledged the debt of gratitude and respect due to your personal virtues for their important influence in reducing and causing the prosperity and well-ordered condition of affairs now generally prevailing throughout your dominions. May your life be prolonged; may peace, honor and prosperity bless the people over whom you have been called upon to reign; may liberty flourish throughout your empire, under just laws, and may your Government be strong in the afflictions of all who live under it, and I pray God to have your Majesty in His holy keeping.

Done at Washington the 27th day of May, A. D. 1887. Grover Cleveland.

By the President:

THOMAS F. BAYARD, Secretary of State.

IN AMERICA.

New York, June 21.—All the English and

main foreign vessels in this port were do-

cated in honor of the fiftieth anniversary of Queen Victoria's accession to the throne. A number of business houses controlled by British capitalists were closed

and their employes enjoyed a holiday.

Public services were held in the Metropolitan Opera-house. About 6000 persons

were present. In addition to the English, Scotch, Irish and Canadians in the audience, there were a large number of Americans. There was an orchestra of sixty pieces, a chorus of 200 voices from the oratorio society and other choral organizations of the Government, who had special places in reserve for them. It was intended at first to have the service reserved and to have the people take them by the number of their desks, but as it was finally arranged those who came first got the best seats and those who came later had to sit up in the roof or behind the pillars. There was disappointment among spectators because there were so many closed carriages in the procession. Those who were driving in three divisions. There were eleven in the first and these comprised the Indian visitors, then there were three carriages of royal ladies, then fourteen carriages of visiting royalties and their attendants, then eleven carriages of the Queen's immediate procession. Each carriage was attended by nine riders and guards of honor from the Horse Guards. The number of the guard of honor varied according to the rank of the occupant of the carriage. The visiting sovereigns had field-marshals as guards of honor. The lowest rank received captains as guards.

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Lord Lyons, the British ambassador, all the attaches of the British Embassy, Mr. Flaxman and the representative of President Grey, attended the jubilee services at the

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZU, PORT SAID, TRIESTE,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIQUE PORTS,
ALSO.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THIS COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

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of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 4th day of August, 1887, at 4 p.m., the Company's
S.S. PREUSSEN, Captain C. FOHL,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
noon, cargo will be received on board
until 3 p.m., Specie and Parcels until 3
p.m. on the 3rd August. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Surgeon.

For further particulars, apply to

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Agents,
Agents.

Hongkong, July 9, 1887. 1291

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By E. H. PARKER.

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, or LANE,

CRAWFORD & CO., Hongkong; and at the

China Mail Office.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

Runs DAILY as a FERRY BOAT between
Pedder's Wharf and Tsim-Tsui-Tsun at the
following hours. This Table will
take effect from the 10th April, 1887.

WEEK DAYS.

Leaves 6 A.M., Leaves 8 A.M., Leaves 10 A.M.,

6.00 A.M., 7.00 A.M., 8.00 A.M.,

8.00 A.M., 8.30 A.M., 7.30 A.M., 8.00 A.M.,

8.50 A.M., 9.00 A.M., 9.00 A.M., 10.15 A.M.,

9.40 A.M., 10.15 A.M., 10.30 A.M., 10.45 A.M.,

10.30 A.M., 12.30 P.M., 1.00 P.M.,

1.30 P.M., 2.00 P.M., 2.30 P.M., 2.00 P.M.,

2.30 P.M., 3.00 P.M., 3.30 P.M., 3.00 P.M.,

3.30 P.M., 4.00 P.M., 3.30 P.M., 4.00 P.M.,

4.15 P.M., 4.30 P.M., 4.15 P.M., 4.30 P.M.,

4.50 P.M., 5.10 P.M., 4.50 P.M., 5.10 P.M.,

5.25 P.M., 5.40 P.M., 5.25 P.M., 5.40 P.M.,

5.55 P.M., 6.15 P.M., 5.55 P.M., 6.15 P.M.,

6.45 P.M., 7.00 P.M., 6.45 P.M., 7.00 P.M.,

7.15 P.M.

* There will be no Launch on Monday and Friday, on account of cooling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

The attention of Advertisers is directed to the weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journal.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 22, 1887. 1382

Occidental & Oriental Steam-

Ship Company.

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AND ATLANTIC & OTHER CONNECTING

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\$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884. 1983

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